

THE
"OVERLAND CHINA MAIL"
PUBLISHED EVERY
MAIL DAY.
Contains the Weekly News
of Hongkong and the
Far East.
Price (including Postage) to any
part of the world \$12.
per annum.

The China Mail.

ESTABLISHED 1845

AGENTS
Orders for the "China Mail"
and "Overland China Mail"
may be made by our agents at
the following ports:-
Canton. Peking & Co.
Tientsin. Macao & Co.
Shanghai. Messrs. W. & A. Watson & Co.
Yokohama. Messrs. W. & A. Watson & Co.
Manila. Messrs. W. & A. Watson & Co.

No. 16592

號六月五年六十百九千壹

HONGKONG, SATURDAY, MAY 6, 1916.

辰丙火歲年五國民華中

PRICE, 88.00 Per Month

THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG.
Tel. 618

LATEST EDITION.

STOP PRESS NEWS.

(Reuter's Service to the China Mail.)

THE WRECKED ZEPPELIN DESTROYED.

London, May 5.

A Berlin communique admits that L20, one of the Zeppelins which raided England, has been wrecked near Stavanger. It says a strong southerly wind drove her northwards. The entire crew were rescued.

Stavanger, May 5.
As L20 was beginning to roll dangerously in a strong wind a detachment of soldiers fired at it, at a distance of 60 yards. It exploded with a great detonation and was burnt.

THE BRITISH FRONT.

GENERAL HAIG'S LATEST REPORT.

London, May 5.

General Sir Douglas Haig in a communique reports renewed activity last night at different points.

The enemy after a heavy bombardment raided our trenches near Mouchy and caused some casualties. The enemy ineffectively exploded two mines at Neuville.

We followed the mine explosion at Crassier by a small and successful raid, bombing dug-outs and inflicting casualties.

We sprung a mine at Hooge, damaging the enemy's underground workings.

There has been nothing special to-day beyond artillery activity.

THE MEXICAN REVOLUTION.

AMERICAN AGREEMENT WITH CARRANZA.

Washington, May 5.

An agreement has been reached providing for the co-operation of the Carranzista with American troops in clearing Northern Mexico of bandits.

OBITUARY.

London, May 5.

The death is announced of Lord John Hay, Admiral of the Fleet, who retired in 1897.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAILY.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

SUNDAY.
7.45 a.m. to 10.20 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAY.
Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA, BURLINGTON, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON

General Manager.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS
6,000 Tons, 8,000 Horse Power, now Built
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destinations.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
KOWLOON BAY

WE HAVE RECEIVED NEW STOCKS OF

JEFFREY'S PILSENER BEER

(BREWED IN SCOTLAND.)

A. S. WATSON & Co., Ltd.
WINE AND SPIRIT MERCHANTS,
HONGKONG.
Telephone No. 618.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.
Established 1882
MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE.
CABLE LAID 5" to 15" CIRCUMFERENCE.
3 STRAND 3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to
Shewan, Tomes & Co., General Manager.

Hongkong, April 11, 1916.

501

"MUMEYA"

"While-you-wait" Photography.

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.

PRICE 2.00 per 3 pos. on Post Cards.

No. 8, Queen's Road Central.
TEL: No. 254.

THE CHINA MAIL

TYPHOON MAP and GUIDE

Enables one to locate the centre
of a Typhoon.

MOUNTED ON CARDBOARD AND
TAPED FOR HANGING.

Price 50 Cents.

From the CHINA MAIL Office.

THE ALEXANDRA CAFE cannot be
opened. If possible, for bread
only. Customers must wait with
us.

BUSINESS NOTICES.

**THE TAIKOO DOCKYARD AND
ENGINEERING CO. OF
HONGKONG, LTD.**
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL
ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers,
Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRATING DOCK 75' x 35' x 34"
Pumps empty Dock in 2 3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire, Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MOTORS 7-12 to 120 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the
Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: TAIKOO DOCK. Telephone No. 212.

VICTORIA THEATRE

SATURDAY, 6th MAY, 1916.

A GRAND GALA PROGRAMME

FOR THE WEEK END

EXPLOITS OF ELAINE

(1st & 2nd EPISODES)

A Great Serial

Comedies—

CHARLIE BY THE SEA.

CHARLIE GETTING ACQUAINTED.

A FATAL TAXI, (Keystone Comic).

WHEN KNIGHTS WERE BOLD.

Interesting—

PATHE'S BRITISH GAZETTE.

Matinee Saturdays only

EXPLOITS OF ELAINE

Booking at Theatre (Prices as usual).

THE HONGKONG HOTEL

AND

GRILL ROOM

J. B. TAGGART,

MANAGER.

PEAK HOTEL

ADAMANTLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephone in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' rooms.

Roof Garden.

Terms—From \$5 per day May.

Telegraph Add: "Peak Hotel".

P. O. PEUSTER,

Manager.

PATELL & CO.

Importers-Exporters

AND

Commission Agents

HONGKONG

Branches:—

SAN FRANCISCO, CAL.

YOKOHAMA, JAPAN

BOMBAY, INDIA

China:—

HANKOW

SHANGHAI

CANTON

DON'T Forget after the Six o' Supper

and Light Refreshments.

ALEXANDRA CAFE

Open till Midnight.

KING EDWARD HOTEL

Central Location

A Electric Tramway Pass entrance.

Electric Lifts, Fan and Lighting.

European Baths and Sanitary Facilities.

Hot and Cold Water System throughout.

Best of Food and Service.

Telephone 575.

TELEGRAMS: ADDRESS

"Victoria".

I. WITHELL,

Manager.

SIEN TING

Surgeon-Dentist

No. 14, D'ARQUER STREET.

TERM VERY MODERATE

Consultation

GREEN ISLAND CEMENT CO., LD

Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG.
SATURDAY, 6th MAY.

8 A.M. 'HONAM' 5 A.M. 'HEUNGSHAN'
10 P.M. 'HEUNGSHAN' 5 P.M. 'KINSHAN'

SUNDAY, 7th MAY.

10 P.M. 'FATSHAN' 5 P.M. 'HEUNGSHAN'

Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by day Steamer) 11.00
Single Fare by Day Steamer 5.00
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE.

S.S. 'TAI SHAN' Tons 2038 | S.S. 'SHUI TAI' Tons 1651.

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Week days at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sunday's at 7.30 A.M. and 3 P.M.

EXCURSION TO MACAO.

SUNDAY, 7th MAY.

The Company's Steamship "TAISHAN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M., and from Hongkong at 1 P.M., from the Company's Wing Lok Street
Wharf.

CANTON-MACAO LINE.

S.S. 'SHUIAN'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 2 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. 'SALAM' 588 Tons, and S.S. 'NANSING' 489 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the
same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers "LINTAN" and
"SALAM". These vessels have superior cabin accommodation and are lighted
throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.

HOTEL MANSIONS (First Floor).

Opposite the Bank of China.

ALEXANDRA CAFE.

We Serve the Best Tiffin or Dinner in Hongkong
for \$1.00.

Roast Ready for the Table Hot or Cold Roast Turkey, Geese, Pheasants,
Sirloin of Beef, Saddle of Mutton &c., Pork Sauces (own make) Game Pie,
Pork Pie, Plum Puddings, Minced Meat, Minced Pie.

BOURNVILLE COCOA



The Cocoa
with the
most delicious
flavour.

Made by
Cadbury's
from the
finest Cocoa.

Kept in D.C. 11-1900

INTIMATIONS

THE HONGKONG ELECTRIC COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the TWENTY SEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, 20, George Street, at 12 o'clock noon on SATURDAY the 28th May, 1916, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February, 1916, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th May to the 28th May, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, May 2, 1916.

HONGKONG ELECTRIC COMPANY, LTD.

REDUCTION IN PRICE.

FROM 1st May, 1916, the price of Current for Lighting and Fans will be reduced to 20 cents per unit.

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, May 1, 1916.

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

THE THIRTEENTH ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, 20, George Street, at 11.30 a.m. on MONDAY the 22nd May, 1916, to receive a Statement of Accounts to the 31st December, 1915, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The Transfer Books of the Company will be closed from the 5th May to the 22nd May, both days inclusive.

THE CHINA-BORNEO CO., LTD.

W. G. Darby,
General Manager.

Hongkong, May 3, 1916.

"LITTLE WONDER"

5 inch
RECORDS.The MARVEL of
The Musical World.

30 cents each, 4 for \$1.00 cash.

Where the River Shannon Flows Tender Solo
My Wild Irish Rose ...
The Old Folks at Home ...
The Rosary ...
O Promise Me ...
The Next Dance One Step ...
Start and Stop ...
Medley No. 5 ...
Narcissus ...

ASK TO HEAR THE LATEST.

THE ANDERSON
MUSIC CO., LTD.

5, Des Voeux Road. Tel. 1327.

"A SCOUT IN FAIRYLAND"

"JOHN IN HONGKONG"

A local Fairy Story entirely produced in Hongkong, with illustrations for the benefit of War Charities.

ON SALE AT—

Messrs. Wm. Powell, Ltd.,
Messrs. Whelan, Ltd.,
Messrs. Kelly and Walsh, Ltd.,
Messrs. Whiteaway,
Laidlaw & Co., Ltd.
and The China Mail, Ltd.

Price, 50 Cents.

"SILIMPOPON (SEBATTIK) COAL"

THE Undersigned having been appointed Agents for the COWIE HARBOR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOPON COAL trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo).

SILIMPOPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPOPON COAL (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebatik, Steamers are berthed alongside the Company's wharf where is a minimum depth of 47 to 50 feet, low water Spring Tides.

Charts of Siboto Bay (Sebatik Harbour), Prices and all other information concerning this Port can be had on application to the Agents.

HEADLINE & CO., LTD.

Agents Cowie Harbour Coal Company, Limited.

Hongkong, Dec. 2, 1915.

ALEXANDRA CAVE.

OYSTERS "Fresh" "Fried" or "Boiled".

Pindon Hill, Kintyre, etc.

INTIMATIONS

WOOLLENS, WORSTED, STUFFS

ON TISSUES, BRADFORD (ENGLAND) MERCHANTS, HAVING EXCELLENT CONNECTIONS WITH MANUFACTURERS, OFFER SERVICES

AS BUYING AGENTS, HIGHEST REFERENCES.

Apply "BRADFORD"

c/o China Publicity Bureau,
12 Great Russell Street,
London, W.C.

In the Matter of THE COMPANIES

ORDINANCES, 1911 AND 1913.

AND

In the Matter of THE CHINA AND

MANILA STEAMSHIP COMPANY, LIMITED.

(In Liquidation).

NOTICE IS HEREBY GIVEN to

pursuance of Section 185 of the

Companies Ordinance 1911 that the

FINAL WINDING-UP MEETING of the

above-named Company will be held at the

Office of the Liquidators, St. George's

Building, Chater Road, in the Colony of

Hongkong, on MONDAY, the 22nd

May, 1916, at 10 o'clock, for the purpose of

having the account of the Liquidators

showing the manner in which the

winding-up has been conducted and the

Property of the Company disposed of, and

for the purpose of receiving any

explanation that may be given by the

Liquidators.

Dated 26th April 1916.

SHEWAN, TOMES & CO.,
Liquidators.

37A

Over 30 years ago the late Lord

Barnardiston introduced to the world

the famous HIMPON'S CURE for

ASTHMA, a cure for every patient

suffering from this disease.

SOLD IN ALL THE

Famous Dispensaries and

Chemists and Stores

throughout the Country.

DEWITT'S PREPARATION.

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Chemists and Stores

throughout the Country.

HIGHEST GRADE
CIGARETTES
and TOBACCO

Smokers of
GARRICK
SMOKING
MIXTURE

are always sure of a
cool and refreshing
smoke.

It is acknowledged by the
connoisseur to
stand alone for purity
and charm of flavour.

GARRICK
CIGARETTES
are always the same,
always good, always
satisfying.

They possess a most
pleasant flavour and are
unquestionably the
finest Virginia Cigarette
manufactured.



OBTAINABLE AT ALL LEADING TOBACCONISTS

SHANGHAI SPRING RACE

MEETING.

Following the fact that the Shanghai

Races start on Monday, the following

remarks by the "N. Y. Daily News,"

under date April 26, should be of interest

to our readers who are keen on racing.

"Though the weather had been fine on

the previous evening, this being the first

of the season, the morning hours, and the

crowds during the time that ensued

were taking place, it was a case, there-

fore, of mud or children, and in the

majority of cases the latter were preferred.

Of the tributes, the best performance

was that of Candlelight, who covered a

mile in 2:26.2, with last half in 1:06.2

and finishing quarter in 30.1 sec.

Memory's whole time—2:21.4—for the

same distance was certainly better but

the last half and last quarter required

1:07.2 and 31.1 sec., respectively. The

Wings did a comparatively fast three-

quarters of a mile in 1:04.3, last half

mile 1:05.5 and last quarter 31.3 sec.

and Silverwood did a good mile gallop

in 2:22.3, last half 1:07.1, last quarter

32.4 sec. Wagona took 2:26.1 for the

mile with last half-mile in 1:06.2 and

last quarter in 32.1 sec.; while White

Star took only 2:21, with final quarter in

31.4 sec. Dick went three-quarters of a

mile in the mud, and finished well, with

last half-mile in 1:07.3 and last quarter

in 32.1 sec.

On the old ponies, Bonnie Boy covered

a mile in 2:15.3, last half-mile 1:05.3,

and last quarter 32.1 sec. Rosewood,

after a somewhat slow first half-mile,

troubled the remaining half in 1:06, with

a good finish in 32.2 sec. The Tanager

covered the last half mile in 1 1/4 miles

(3:00.4) in 1:07.1, last quarter 32.1 sec.,

and Sir Victor went 1 1/4 miles in 3:00, last

half-mile 1:06.1, last quarter 32.1 sec.

Mr. C. D. Doby gives Candlelight, a

chestnut, 3 1/2, 15, we understand, con-

sidered to be a very "class" pony. He

was brought down at the same time and

by the same tender who sold Wagona

Dublin.

GYMKHANA TRAINING TIMES.

The times for this morning by some

of the "ponies" in training for the best

Gymkhana to take place on 27th inst.

were:

Kiss Jack, 1 mile, 39, 1.15, 1.40.2, 2.22;

last 1.32.3.

Blackwood and Apple, 1 mile, 35,

1.16, 1.23.3; last 1.30.3.

Drifter, Barton, 1 mile, 35, 32.2=1.06.2,

Denker, Chubb, Sedgwick, 1 mile, 43,

1.22, 2.00, 2.32.3; last 1.32.3.

Crosby, Knoll, 1 mile, 38, 1.14, 1.50,

2.23.2; last 1.31.2.

Mason, Boyd, 1 mile, 38, 1.14, 1.49.2,

2.20; last 1.31.3.

China Counter, Fisher, 1 mile, 47, 1.27,

2.04, 2.49; last 1.30.

Gay Bird, Knoll, 1 mile, 40, 1.20, 2.00,

2.35; last 1.35.

Marchmont, Boyd, 1 mile, 39, 1.14, 1.50,

2.23.3; last 1.30.3.

Mathele, Boyd, 1 mile, 37, 1.14, 1.49,

2.21.3; last 1.32.3.

Mason, boy, and Lorenzo, boy, 1 mile,

43, 1.29, 2.02, 2.34; last 1.32.

CHARGE OF STEAM LIGHT HORSE.

500 AUSTRALIANS DASH INTO VALLEY OF DEATH.

The feature of a memorable speech by

the Right Hon. W. M. Hughes, the

Australian Premier, at the Pilgrims

dinner at the Savoy on March 17, was

his poignant but thrilling story of the

charge of the 8th Australian Light

Horse in Gallipoli.

"We speak with pride, and rightly of

the Charge of Balaclava. Those men

went out in the broad light of day

with all the impetus and stimulus that

a 'knee-to-knee' charge on the gallop

gives to men. But the story of the 8th

Light Horse of Australia is one which

the charge of the Light Brigade must

pale its fire. The glory of these men

has yet to be fully told and will never

die.

"There were some 600 of them, and

they were to attack in three waves.

They were given these orders at eight

ten hours before. Every man knew

when he got that order what it meant.

They went. They made their prepara-

tions. They minded to those who were

to remain in the trench their poor, tired

messengers of farewell and they went out

in the dawn of day.

Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
Share, Coal and General Produce
Brokers and Commission
Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Cable, used
Bentley's
A. B. C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"MERION" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction.
(FOR ACCOUNT OF THE GOVERNMENT).

TUESDAY,

the 9th May, 1916, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A QUANTITY OF
VALUABLE GLASSWARE,
As follows:—

Champagne Glasses (Cut-Glass)
Sherry
Port
Wine
Tumbler
etc., etc.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, May 5, 1916.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction.

TUESDAY,

the 9th May, 1916, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A LARGE QUANTITY OF
VALUABLE TEAKWOOD AND
BLACKWOOD FURNITURE,
CARPETS, RUGS, &c., &c.

As follows:—
Carpets and Rugs, Upholstered Suites,
Arm-chairs and Sofas, Card Tables, Bed-
room Furniture, Brass Bedstead, Double
and Single Brass-mounted Bedsteads,
Sideboard, Dining Wagon, Extension
Dining Tables and Chairs, Tea and
Occasional Tables, etc., etc., Dinner, Tea
and Coffee Service, Crockery, Glass and
E. P. Ware, Cooking Stoves, Crockery,
Tobacco Sets, Ice Chests, etc., Bath Room
Furniture, etc.

Also
2 Pianos, Electric Reading Lamps,
Bookwood and Teakwood Screens, a
quantity of Blackwood Furniture, Pic-
tures, Engravings, etc., Bath Tubs,
American Ice Chest, etc.

A few lots of Brass Vases and Flower
Pots.
(Full Particulars from Catalogue.)
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, April 29, 1916.

FOR SALE

FOR SALE

Offers to—
"CHINA MAIL" Office.

FOR SALE.

THE Undersigned have received in-
structions to sell at their Sales
Rooms, No. 8, Des Vaux Road, Corner
of Ice House Street.

One four Cylinder Marine Engine
12-16 horse power complete with
Magneto, Reverse Gear, Shaft, Propeller,
etc.

Full particulars may be had from the
undersigned.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, May 4, 1916.

FOR SALE

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C. & B. ENGLISH SOUPS

30 Varieties — All Delicious

The Cuisine of one of the finest chefs in the world available for your table.

Crosse & Blackwell Guarantee these Soups

to be made under ideal conditions, as are all their table delicacies.

AGENTS FOR LIA & FERRIS' WORCESTERSHIRE SAUCE.



Economical
Made in
Minutes

D. J. Collis Browne's

Chlorodyne

THE ORIGINAL AND ONLY GENUINE.

The Best Remedy known for
COUGHS, COLDS,
ASTHMA,
BRONCHITIS.

Acts like a charm in
DIARRHÆA, DYSENTERY, and CHOLERA.
Chlorodyne is a liquid taken in drops, graduated according to the malady. It invariably
relieves pain of whatever kind; creates a calm refreshing sleep; always irritates
of the nervous system when all other remedies fail; leaves no bad effects;
and can be taken when no other medicine can be tolerated.

CONVINCING MEDICAL TESTIMONY WITH EACH BOTTLE.

None Genuine without the words D. J. Collis Browne's Chlorodyne on the Stamp.
Sole Manufacturers:
I. T. HAVENPORT, Ltd.,
London, S.E.

The Most valuable Remedy ever discovered.
Effectually cures all attacks of SPASMS.
Checks and arrests these often fatal diseases—
FEVER, CROUP, AGUE.

The only Remedy for
NEURALGIA, GOUT,
RHEUMATISM, TOOTHACHE.

INTIMATIONS

WANTED.

A Portuguese FOREMAN ENGINEER
for an industry in Hongkong, must
have thorough knowledge of managing
Chinese workmen, good salary to a
suitable man.

"Apply by letter stating age and
experience to "S".
C/o "CHINA MAIL" Office.
Hongkong, May 3, 1916.

ROOMS WANTED.

WANTED furnished, partly furnish-
ed or unfurnished ROOMS or
FLAT in CENTRAL DISTRICT.

Apply "ROOMS".
C/o "CHINA MAIL" Office.
Hongkong, May 2, 1916.

NOTICE OF REMOVAL

NOTICE is hereby given that I have
this Day REMOVED my Office
to No. 10, Des Vaux Road, Central
(1st Floor).

OTTO KONG SING.

Solicitor.
Hongkong, May 1, 1916.

EVERY BEETLE
EVERY BUG
is killed
by Keating's
Powder.
The unrivalled way to
kill beetles, bugs and all
household insects.

Use
KEATING'S
POWDER

"THE WISHING CAP"

A CHARMING OFFERETTE will be
performed by the Pupils of the
Anglo-French School at St. Paul's
Institute Causeway Bay, on May 10th,
11th and 12th, commencing at 5 P.M.

Admission—Adults \$1.00
Children 50 cents.

Dress Rehearsal, May 6th at 4 P.M.
Children only. Admission 20 cents.
Hongkong, May 3, 1916.

ROYAL HONGKONG GOLF CLUB
EARLY MORNING GOLF.

A BALL played on to any portion of the
Ditch on both sides of the said Tracks
must be lifted and dropped in the fairway
not nearer to the hole, under penalty of
one stroke.

This Local Rule applies only to Early
Morning Golf, and has been introduced to
avoid annoyance to riders and ponies on
the track.

Players are requested to keep their
caddies off the rails when ponies are
passing.

The above Local Rule is applicable to the
P.A. Cup when competed for in the
early morning.

By Order of
THE COMMITTEE.
Hongkong, April 11, 1916.

THE CHANCE OF INVASION.

DOES GERMANY STILL DREAM

OF IT?

For many years before the outbreak of
war (writes a Naval correspondent of the
"Daily Mail"), the invasion of England
was one of the most deeply cherished
schemes of the German General Staff,
and from 1906 upwards the idea govern-
ing the distribution of the British Fleet
was the frustration of this particular
German ambition. When, in 1907, a
considerable naval force was, after an
interval of many decades, permanently
stationed in the North Sea, the then
Secretary of the Admiralty declared that
the chief result of the arrangement would
be "additional security to the people of
these islands against what I believe is
of their only danger—a sudden raid—and
that, I hope, is not a serious one."

A survey of the Navy Estimates of
recent years and of further changes in
fleet dispositions shows that this idea
gained in strength as time went on. The
development of the First of Fleet and
Cromar's as naval bases; the establish-
ment of the patrol flotilla of destroyers,
torpedo-boats, and submarines, with bases
stretching from Dover to Liverpool; the
preparation for use in emergency of
other bases along the coast and extending
much farther north—all these things were
undertaken with the sole object of
checking the aggressive designs of the
Hun.

Is an attempted invasion of these
islands worth treating to-day as a practical
proposition? Remember that Great
Britain, with all her mistakes and all her
failures, is the head and front of the
opposition to the Kaiser's ambitions.
Find our sea power been used to its
fullest extent from the first hour of the
war the chances are that Europe would
already be returning to her normal path.

On the other hand, Britain and her
power have alone made the ultimately
successful prosecution of the war possible
for the Allies. Without it no troops could
have left our shores or have been brought
to Europe from our Dominions and those
of France. England, if not invaded,
would have been starved within a com-
paratively few weeks; and all the
munitions of war that the Allies have
obtained in such profusion from America
would have gone instead to Germany.

Britain remains, therefore, the arch-
enemy of the Hun, and we may be sure
that no stone will be left unturned to
strike at us anyhow, anywhere, at any

moment, the enemy may deem to offer
favourable opportunity.

The old and most respected arguments
against an attempted invasion were the
impossibility of a secret mobilisation of
troops, the impossibility of collecting the
necessary shipping in German harbours
without the whole world knowing what
was in the wind and last, but not least,
the British Navy.

Take these things in order. The
mobilisation of troops is no longer a
problem—it is an accomplished fact.
Secondly, there are known to be in
German ports 329 German ships of 100
tons gross or over, 83 British ships (80
detained and 3 captured) of 100,714 tons;
and probably 40 ships of the Allies
captured or detained with a tonnage of
about 80,000. The total number of such
ships lying in all enemy ports is 51,
of 43,592 tons. In short, the total
mercantile tonnage available in German
ports is about 1,100,000, divided among
some 450 ships. Even if the aggregate be
reduced by 300,000 tons to allow for
vessels converted into warships, too small,
unsuitable, or otherwise unavailable, there
remain 800,000 tons of shipping, sufficient
on expert reckoning for the transport of
eight army corps with all their necessary
guns, ammunition, horses, and vehicles,
and thirty days' supply of food for horses
and men.

The problem of the concentration of the
men and the shipping for transport does
not, therefore, exist, for the men and
material are lying ready to hand. There
remains, however, the particularly large
problem of the British Navy.

Our naval superiority in the North Sea
is far too formidable for the enemy to
contemplate a head-on attack; but he
knows from his war experience that there
are means of reducing that superiority.
When the cruiser squadron of von Spee
was loose in the Pacific—a squadron
of five ships of 33,002 tons—what was the

force required to hunt him down and
destroy him? In his rear, as we know
from various congratulatory messages
published after the Falklands, there was
an Australian and a Japanese fleet, each
of unknown dimensions. Two British
ships of 23,000 tons, under instructions to
search for him, were sunk on November
1st, 1914; and although at the Falklands
battle we had eight ships against five,
and 87,500 tons against 33,002, one of
the enemy ships, escaped. The tonnage
employed to search for von Spee repre-
sented anything from five to ten times the
tonnage of his own fleet.

The same position on a smaller scale
is represented by the "Meow".
Although, wisely enough, the Admiralty
have made no statement whatever on the
matter, it cannot be doubted here any
more than it is in Germany that a perfect
swarm of cruisers was despatched to track
down and destroy this pestilent ex-tramp.
If the Germans could get ten "Meowes"
to sea and scatter them over the world
before they began their operations; if
they could, by hook or by crook, sneak
out of the North Sea with two or three
battle-cruisers while making a feint in
force in the direction of the Dogger Bank,
it is morally certain that our available
force in Home waters would be very
materially diminished until such time as
the escaped enemy ships had been
accounted for.

General von Ardenne relied mainly
upon mines for averting the interference
of the British Fleet. We have ample
evidence that our resources are not yet
equal to the task of preventing mine-
laying in the North Sea, for this work is
still being done by disguised fishing
trawlers and submarines.

In one of his many moments of
exuberance, Colonel Churchill referred to
the Grand Fleet as lying in a "shrouded
throne amid the northern storms."
Germany, of course, never realising on
that score; but what would be her obvious
course if she desired to cut that fleet off
from the southern waters of the North
Sea? The careful and continuous
employment of mine-laying submarines if
not adequately checked by the counter-
action of our sweepers, might in time
lead to the creation of such a barrier
across the North Sea that no fleet could
pass through it without suffering enormous
loss.

We have no means of knowing whether
Germany is actually attempting to create
such a barrier. We only know that in
some form or another the policy of mine-
laying is being vigorously pursued and
that it is in the last degree unlikely that
it is being pursued in a haphazard fashion
without any definite object in view. A
sort of "Milky Way" of mines, supported
on the inner side by flotillas of submarines
and, behind them, by a fleet of heavily
armed ships of the supposedly unsinkable
type described in "The Daily Mail,"
recently, might come perilously near to
forming a sufficient protection for a fleet
of German transports.

While, therefore, the enemy's prospects
would be remote enough, the possibility
of an invasion or serious raid being
attempted is, not one that we or the
authorities can afford to ignore.
Brigadier-General Bewicke-Copley, speak-
ing at Leeds a fortnight ago, was reported
as saying:—"It is necessary to have
three million men in readiness to replace
men at the front, or it may happen that
a second three million may be required
for Home defence."

They are not empty words. The
Germans know that England is the lock
that holds the door of victory against
them. Their fleet is untied. It is
beyond question vastly stronger to-day
than when the war began. Is it conceiv-
able that it should be allowed to rest in
idleness until the return of peace?

The teacher had concluded her
Scripture lesson, and to awaken interest
said she would answer any question her
class of boys chose to put her on. He
was in the ark? "I came the first question."
For a moment the teacher did not know
what to say. At last she hazarded,
"Well, perhaps he fished."

"He couldn't do much fishing with
only two worms," put in another young-
ster.

"For the Blood is the Life."
**YOUR BLOOD WANTS
PURIFYING.**

IF YOU are troubled with Eczema,
Blotches, Spots, Pimples,
Boils, Sores or Eruptions of any kind
continually bursting through the skin.

IF YOU have that constant itching
and inflammation of the skin.

IF YOU are in the grip of Rheu-
matism, Sciatica, Lumbago,
Gout, etc.

IF YOU are suffering from the aches
and pains of Bad Legs,
Abscesses, Ulcers, Scrofula, and
Unpleasant Sores, Glandular Swellings,
Blood Poison, etc.

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WATSON'S FINEST OLD BROWN BRANDY

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QUALITY.
25 YEARS IN WOOD.

A.S. WATSON & Co., Ltd.,

WINE & SPIRIT MERCHANTS.

HONGKONG.

Telephone No. 818.

W.M. POWELL, Ltd.

Telephone 346.

GENTLEMEN'S

SUMMER UNDERWEAR

OF THE COOLEST MAKES

"B.V.D."

"ERTEX"

OR

"FLEXINET"

ARE THE BEST.

ALSO IN

INDIA GAUZE

AND

WOOL and COTTON.

INSPECTION INVITED.

THE DIARY.

MEMO. FOR TO-MORROW.

8 a.m.—Excursion to Macao by s.s. "Tuscan".

General Memoranda.

TUESDAY, May 9.—H. M. the King's Proclamation Day. 2.30 p.m.—Auction of Furniture, Carpets, Pianos etc., etc. at Messrs. Hughes and Hough's.

WEDNESDAY, May 12.—Dog and Cat Show at Grand Stand, Race Course, Happy Valley.

THURSDAY, May 13.—11 a.m.—Meeting of Creditors of the Tung Kee and Wing Kee Firm. 10.11 p.m.—Full Moon.

FRIDAY, May 14.—11 a.m.—Canton Insee. Office Extraordinary Meetings.

SATURDAY, May 15.—11 a.m.—Hongkong Electric Co's Meeting.

SUNDAY, May 16.—11.30 a.m.—China-Borneo Co's Meeting.

VISITING CARDS

PRINTED AT

"China Mail" Office.

'CHINA MAIL'

OVERLAND EDITION.

THE BEST WEEKLY NEWS
PAPER FOR ALL INTERESTED
IN HONGKONG AND CHINA
GENERALLY.

ORDER IT BEFORE GOING
HOME, AND THEN KEEP IT
CLOSE TO YOU WITH THE
COLONY

greatly weakened forces of the enemy the sooner will the war come to an end in the only way they are prepared to see it ended—that is to say by a final and complete triumph over the Teuton combination.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Mr. R. E. Lindsell has been appointed to act as Assistant Postmaster General.

Lance-Sergeant W. Spear has been appointed to be a Sanitary Inspector for Sham Shui Po.

Mr. W. Brown has been appointed Temporary 2nd Lieutenant in the Engineer Company, H.K.V.C.

Messrs. Moxon and Taylor advise us that there are no changes in share quotations today from yesterday.

It is notified in the *Gazette* that the Colonial Auxiliary Forces Officers' Decoration has been granted to Captain J. H. W. Armstrong, Hongkong Volunteer Corps.

Among those who left by the *Tung Ma* today were the Hon. Mr. and Mrs. D. Lumsden, Mr. and Mrs. Montague Ede, Mr. and Mrs. H. W. Fowler, and Mr. and Mrs. David Wood.

Owners of cargoes in German ships in Portuguese waters, whether in Europe or elsewhere, are required to apply immediately to the Procurator of the Republic for the district concerned.

Mr. Denman Fuller will give an Organ Recital in St. John's Cathedral on Monday May 15th at 5.30 p.m. in aid of the general expenses of the Cathedral. The soloist will be Mrs. W. R. Walker who has been heard but rarely in Hongkong.

A revised map of the Peak and Lower Levels has just been put on the market by Miss Massey. Since the production of her last map in 1909 there have been so many changes and additions that there can be no question of the need for a new map. Miss Massey's new map which is printed in colours, is a great improvement in every way on the old map. It is produced in three forms—on linen with teakwood rollers, on linen to be folded and on paper. The prices range from \$2 to \$3.50 and the map is obtainable at the local booksellers.

A HANDSOME DONATION.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks a donation of \$4,000 to the Extension Fund of the Netherdale Hospital per Mr. Chau Siu Ki and Mr. Chan Kang Yui, being proceeds of Chinese Entertainments.

THE CHINA-BORNEO CO., LTD.

The Report of this Company is as follows:—The Balance at the credit of Profit and Loss Account is \$22,504.61. From this has been deducted:—Fees to Consulting Committee, 4,000.00.

Leaving available for appropriation \$18,504.61. The Consulting Committee recommend that a dividend of 75 cents per share on the Subscribed Capital be paid to Shareholders. Write off Lunches and Lighters, 10,000.00. Write off Hongkong Saw Mills, 2,000.00. Write off Sandakan Saw Mills, 7,000.00. Write off Sandakan Engine Works, 1,000.00. Write off Timber Concessions, 1,000.00. Furniture and other, 1,000.00. Carry forward, 21,884.61.

In accordance with the Articles of Association Mr. J. W. Bonner retires from the Consulting Committee but offers himself for re-election. Auditor:—The accounts under review have been audited by Mr. C. E. Brown, who offers himself for re-election.

W. G. DABRY,
General Manager.

Mr. Beloe, the statistician, shows that the total of the German losses given as 600,000 killed at the end of 1914 is below the truth. He gives reasons for estimating that the true figure is more than 1,000,000 dead, and that the German losses, killed, wounded and missing, must have amounted to 4,000,000 men at the end of last year.

ALWAYS RECOMMEND IT.

In almost every community there is some one whose life has been saved by Chamberlain's Colic, Cholera and Diarrhoea Remedy. Such persons seldom give an opportunity to recommend it, and these recommendations and their own falling qualities account for its great popularity. For sale by all Chemists and Storekeepers.

COMPANY MEETING.

THE INDO-CHINA CO., LIMITED.

SHAREHOLDERS' OPPOSITION AT GENERAL MEETING.

The 35th ordinary meeting of the shareholders in the Indo-China Steam Navigation Co. Ltd., which was held this morning at the office of the General Managers, Messrs. Jardine, Matheson & Co. Ltd., was the liveliest ever known in the annals of the company. Shareholders were present in mass and numerous questions were directed to the chair for additional information on certain aspects of the company. The meeting was held two hours earlier than such meetings generally are. It was known that the Hon. Mr. W. Lumsden, the Chairman of Directors, had intended to leave at mid-day by s.s. *Tung Ma* for Shanghai.

The Hon. Mr. David Landale presided and others present were:—The Hon. Sir P. Chater, C.M.G., Sir Robert Ho Tung, Mr. H. P. White, Mr. J. W. C. Bonner (director), Mr. R. Sutherland (secretary), Mr. H. W. Pollock, K.C., Messrs. H. H. Moxon, C. E. Anton, E. F. Annett, C. Woodhead, B. D. F. Reith, A. C. Davidson, D. McMurray, A. E. Campbell, N. Croucher, K. Longmire, G. K. Haxton, G. M. Shaw, J. McCabbin, J. H. Bowker, N. McIntyre, W. Logan, E. D. Haskell, B. Basto, A. E. Lowe, F. Smyth, P. Todd, W. G. Worcester, G. C. Moxon, P. C. Potts, N. H. N. Mody, N. L. N. Kailton, J. S. Perry, J. H. Mody, C. C. Stark, R. E. McDougall, E. A. M. Williams, C. Beswick, J. Redger, C. C. Boyd, T. A. Longhish, E. J. Grant, E. A. Beaumont, J. Walker, A. B. Stewart, H. F. Stoneham, J. W. Taylor, L. A. P. Leite, F. J. V. Ribeiro, L. N. Leefe, W. G. Darby, L. H. Rolie, J. Patterson, S. E. da Luz, F. X. V. Ribeiro, C. S. Romedios, J. M. G. Ferreira, J. M. Rocha, A. A. da Rosa, F. M. G. Ozorio, P. M. N. da Silva, C. F. Ribeiro, L. M. Sousa, A. C. da Silva, A. E. M. Silva, L. C. Baptista, J. W. Sang, Ho, Lo, Ho Kung, Tong Ho Kwong, Lo Chung Shun, Chan Chan Nam, Leo Hong Tew, Ho Shai Kit, Ho Wing, Lau Tak Po, Lau Tin Chung and Chang Tin Ting, shareholders.

CHAIRMAN'S ADDRESS.
The Chairman in his speech said:—Gentlemen,—The Report and Statement of Accounts having been in your hands for some days I trust I may with your approval take some as read. This is the first occasion on which the General Meeting of the Company has been held in Hongkong and as you are all no doubt fully cognizant of the proceedings which took place in London on the 13th and 25th December last in connection with the transfer of the Management to Hongkong, it is unnecessary to recapitulate the details of the action taken which will undoubtedly prove of considerable benefit to the Company allowing as it does of more expeditious settlement of questions of importance. For the information of Shareholders generally, I copy the proceedings at the above mentioned Meetings referred to as upon the table. The change has enabled various outstanding points of long duration relating to the arrangement between the Company and the General Managers to be personally cleared up and the Directors and General Managers with a view to arriving at a definite understanding on what have been outstanding points for a number of years.

I regret, Gentlemen, that in order to hold this Meeting today it was necessary to close our transfer books at very short notice. This was due to a variety of causes; in the first place we are very short-handed in our Book Office owing to the absence of a number of our staff who are in Europe fighting for their country and it has not been an easy matter to get the transfer of the Books from London to prepare the Accounts for presentation to you. In fact I had almost given up hope of holding the Meeting today until the end of last week, when having obtained the information from London that the transfer of the Books was being forwarded, I was enabled to proceed with the transfer of the Books.

In view of the unfortunate differences which exist between the Floating Staff and the Management, to which I will refer later, I was very anxious to have the transfer of the Books completed at the earliest possible date. I have been specially warned that the Books would close shortly and had mentioned the fact in their Circulars. We had also been particularly asked to close the transfer of the Books as early as possible. I am sorry to say that until after the April settlement I apologize for the inconvenience which it has caused shareholders and there will be no difficulty in giving long notice in future.

In recommending the appropriation of Funds as set forth in the Report, the Directors had several very important factors to consider and while it is a matter of regret that the distribution of Funds does not apparently meet with the approval of some of the shareholders, I have no hesitation in saying that for reasons hereafter explained, the recommendation set forth is unquestionably in the very best interests of the company as a whole.

As you are well aware, the great uncertainty of what is to be contemplated in the way of Home Government taxation is at an embarrassing feature in all Companies registered in the United Kingdom—the ever-changing conditions of the Finance Acts preclude any definite provision being made for future demands. One thing however appears certain and that is that so long as we continue to do so we shall have to contribute increasing amounts to the financial requirements of the Empire.

In addition to the foregoing we cannot close our eyes to the growing demand of the Government for contributions for use as transport and other purposes. Unfortunately it is not desirable in the present circumstances to go too fully into all that has recently transpired in this connection. Suffice it to say, however, that the demand of the authorities has been a great source of anxiety to your directors and while we have no desire to shrink our due proportion of the national burden, still, certain exceptional circumstances governing some of our lines, particularly very full representations being made by the Government for partial exemption. So far, matters have been allowed to rest but what the future has in store for us is governed by factors of which we have no knowledge at the moment, however, cannot by any means be regarded as satisfactory.

decline and the market was quiet until well into November. The closing weeks of 1913, however, indicated a marked improvement, the tonnage available being insufficient to meet the demand and rates again assumed an upward tendency. During the year the vessels on the regular Southern runs secured satisfactory support and rates of freight were increased as considered advisable.

As regard the fleet our vessels have been kept in a good state of repair, but during the favourable period of inactivity when freights becoming more than ordinarily remunerative the time of overhauls was reduced to a minimum and the matter will be referred to again in my remarks on the statement of accounts. It is our intention that the fleet shall be kept in the best possible condition, which may be said to be past their period of usefulness were we in the normal times. Owing however to the present difficulty of purchasing or contracting for up-to-date tonnage the statement in question are being used to the best advantage. In course of time, however, i.e., as soon as opportunity of replacement permits, they should be substituted by modern vessels and financial provision from time to time made with this end in view.

Turning to the accounts there are one or two items I should like to refer to. The first place you will notice in the revenue account an item of £10,655.28 being amount of compensation to London directors and auditors. This is a sum which has been paid to the directors and auditors in connection with the recommendation of accounts for 1913. In connection with the retiring Directors, the recommendation was as follows:—

That the Shareholders desire to "place on record their great appreciation of the services rendered by each Member of the London Board and as a mark of their appreciation hereby vote the sum of £3,300—£3,300 as a special honorarium on their retirement to Mr. A. C. Davidson, the former Secretary, who was a very old servant of the Company, the costs of an annuity of £500 per annum, £2,782-2-6. To Mr. A. W. Eastman in lieu of notice, the remaining amount of some £200 representing compensation to the other members of the London Office staff in the form of one year's salary.

The amount of depreciation written off does not call for any comment. It is the sum which requires to be reserved under a depreciation scheme drawn up by experts some years ago and which meets the requirements of auditors and of the debenture trustees. The £10,000 reserved for repairs and renewal is to cover the cost of repairs and renewal of the high freight carrying steamers which have been in service for many years and are fully aware of the fact that owing to sudden and most unexpected fluctuations of trade regular percentages of earnings on Capital are more the exception than the rule. By this means, in a "while" a good year may "show" satisfactory profits, but years "low" with persistent irregularity, when by circumstances it may be necessary to build up during prosperous times if dividends are to be kept regular.

This company has gone through the same experience as others and during the bad times in 1902, 1903, 1906 to 1911, our reserves were called upon, and in the case of the general reserves, entirely wiped out. In 1901 the general reserve was £70,000; in 1902, £100,000; in 1903, £120,000; in 1904, £120,000; in 1905, £120,000; in 1906, £200,000; in 1907, £210,000; in 1908, £200,000; in 1909, £200,000; in 1910, £214,000; in 1911, £24,000; in 1912, £20,000; in 1913, £23,000; in 1914, £28,000.

You will no doubt agree that in the light of previous experience it is of the greatest possible importance and sound policy to maintain a reserve of funds for the rainy days which will undoubtedly be experienced on the termination of the War.

In recommending the appropriation of Funds as set forth in the Report, the Directors had several very important factors to consider and while it is a matter of regret that the distribution of Funds does not apparently meet with the approval of some of the shareholders, I have no hesitation in saying that for reasons hereafter explained, the recommendation set forth is unquestionably in the very best interests of the company as a whole.

come to a standstill and there is a general falling off of trade on various lines, more especially in the North. This sudden and drastic change in conditions is almost needless to explain, is directly caused by the ever-recurring political upheaval in China which has once more shattered the busy prospects of local shipping concerns, and unless some reassuring factors appear upon the horizon such as will give confidence to native merchants, we regret it is only possible to contemplate a period of inactivity with resulting lower earnings.

You will notice that income tax will be deducted from the preference dividend both here and in London. The directors are advised that it is necessary for this deduction to be made as otherwise the preference shareholders would share in the profits of the company for the past year to a greater extent than they are entitled to under the Company's Articles. We are advised by counsel that we are not liable to assessment for Income Tax hereafter.

In conclusion, Gentlemen, you are all aware that at the present time serious disagreement exists between the Company and some of its floating staff. You will appreciate that the present strained relations preclude any making any very full public announcement on the position; it is considered, however, only right and proper that such information should be afforded to shareholders as will not prejudice the Company's case. Briefly speaking the China Coast Guild claims recognition from the principal Coast Companies, also demands for its members substantial increases of pay, further leave concessions and a Pension Scheme. It would appear that the Company's refusal to deal with the Guild is the chief grievance and we are, under present conditions, unable to concede. Possibly some way out of the present deadlock on this point may be arrived at and you may rest assured that everything possible will be done in the matter compatible with the general welfare of the Company.

As regards the conditions of our service, this is a matter which we are at all times willing to discuss with our men, and it is perhaps desirable to state that a general view of what has transpired in the past shows that when the Company has been in a position to meet a large financial outlay to the staff, additional advantages have been granted. It must be recognized that there is a limit to such company charges, and comparisons with other companies operating in various parts of the world serve no useful purpose. I cannot but refer to the great regret felt at some of our trusted employees lending their aid to this drastic and ill-considered movement. In financial power there would be little excuse for such proceedings, but at a critical time like the present, when every British ship and every British seaman is an asset to the Nation, and when it is only by the closest co-operation of all parties that the commercial side of the War can be maintained to the country's great monetary benefit, the present situation can only be described as deplorable.

QUESTIONS AND ANSWERS.

A series of questions had been submitted to the Directors and replies were made to them as follows:—

Question No. 1.—Why was the present Meeting of the Indo-China Steam Navigation Company (hereinafter referred to as the Company) held at such short notice?

Reply.—No. 2.—Why was not longer notice given before closing the Transfer books of the Company?

Reply.—I think I have explained fully in my speech with regard to the necessity for holding this Meeting today and the short notice of closing the Books.

Question No. 3.—How much have the General Managers made out of the Company for each of the years 1910 to 1915 inclusive?

(a) in Commissions,
(b) in profits on contracts, entered into on behalf of the Company?

At what rate per cent, and on what items of account were such Commissions charged?

What authority do the General Managers claim to have for charging such Commissions?

Reply.—This question does not refer to the Accounts now before the Meeting with the exception of the year 1915. We were appointed General Managers of the Company in pursuance of the Company's Memorandum of Association. We have an agreement with the Company which was entered into on the formation of the Company by which our charges are regulated and in accordance with which they are made. We have waived our rights to some extent to certain charges for a number of years, but their reinstatement is now under consideration. Out of the Commission we are entitled to charge we pay all establishment charges and what is left to us is a matter with which we alone are concerned.

Question No. 4.—What contracts have the General Managers made on behalf of the Company with regard to coal supplies for 1915, and are such contracts made in the name of the Company or of the General Managers? Do the General Managers receive any commission or profit, and if so, at what rate, in respect of the contracts for such coal? How much have the General Managers made for themselves on coal contracts of the Company for each of the years 1910 to 1915 inclusive?

Reply.—None. The Company contracts with Messrs. Jardine, Matheson & Co. Ltd., as coal merchants for their supply of coal. The result of these contracts to Messrs. Jardine, Matheson & Co. Ltd., whether a loss or a profit, is the business of Messrs. Jardine, Matheson & Co. Ltd., and not of the Company. The Contract for 1915 was fixed by the Directors in London on behalf of the Company. We make no profit on any contracts we make on behalf of the Company.

Question No. 5.—What amount per head is the Company now charging for the conveyance of Chinese coolies to the Straits Settlements? What is the amount paid for the passage of such coolies? Who receives the difference between the amount charged by the Company and the amount paid for the passage and why? Do the General Managers and/or does anybody in the employment of the General Managers receive any commission or profit, and if so, at what rate?

for the conveyance of such coolies? For how long has such practice in regard to the conveyance of such coolies been carried on by the General Managers?

Reply.—The gross amount charged for Chinese Passengers to the Straits is at present \$20 per head, from which has to be deducted fifty cents per head for Government Licensed Broker and \$2.50 per head to the Boarding House Keepers for food during the voyage and to cover Native Brokerage.

No employees of the General Managers receive any commission or profits for fares paid. We have no data with regard to how long the present system has been in vogue; it is of long standing and probably extends over 20 years or more.

Question No. 6.—In or about the year 1914 did the Company have awarded to it the sum of \$10,700, or some other, and what, sum, by the Hongkong Government in connection with the seizure of some opium on the s.s. "Loong Sang"?

Reply.—An amount of \$2,243.50 was received from the Government as part value of Opium seized on board the s.s. "Yuen-sang," not "Loong-sang." This sum does not belong to the Company or to the General Managers, but is being in the meantime held by them. Its ultimate disposal will be a matter of consideration, but none of it will be received by the General Managers.

Question No. 7.—With regard to the contract entered into with the Hongkong and Whampoa Dock Company for the construction of two coasting vessels, when was the contract made for each of them, what is the amount of the contract price for each of them, and what commission or remuneration is or will be payable to the General Managers by the Company, and when, upon each of such contracts? Furthermore is the Dock Company paying any Commission in respect of the two steamers or either of them to Messrs. Jardine, Matheson & Co., Ltd., or to any representative of theirs, and if so, to whom?

Reply.—The contract was entered into in August 1913. The price was a favourable one which it is not in the interests of the Company to disclose.

The Directors in London agreed to pay the General Managers 2½ per cent. commission on the cost, payable as the instalments for the ships are paid. This rate of commission is in accordance with a long-standing arrangement.

The Dock Company are paying no commission to Messrs. Jardine, Matheson & Co., Ltd., or any representative of Messrs. Jardine, Matheson & Co., Ltd.

Question No. 8.—Has the s.s. "Lien Shing" been sold, and if so, when, and at what price? What was her book-value at the date of sale?

Reply.—This is a question which I do not think it is in the interests of the Company I should answer, but I am willing to give you information to any shareholder who like to call at the office.

Question No. 9.—With regard to the item in the Accounts of \$34,404.21 appearing on the Asset side of the balance-sheet, under the heading of "Additions to old steamers and payments on account of new ones building" what is

(a) the amount expended on the old steamers, and
(b) the amount paid on account of the new steamers now building?

What remuneration (if any) have the General Managers had for themselves on the amount expended on old steamers?

Reply.—The amount expended on old steamers was \$200,000, being Cabin Accommodation to the s.s. "Him-sang." The amount spent on account of new steamers now building equal £21,402-12-6. The balance of £21,402-12-6 is made up as follows:—

£78-10 on account of a River steamer continued for at home and requisitioned by the Admiralty.

£2,264-2-10 for the purchase of Tug and Lighters for the Yangtze service.

£8,889-19-10 for additions to Hulls and the Yangtze.

£670-16-6 being the purchase price of an Engineer-Superintendent's launch at Hongkong.

The General Managers have received no remuneration in connection with amounts expended on old steamers.

Question No. 10.—Have any Directors' fees been paid or are any such fees proposed to be paid; and, if so, to what amount, to the Head of Messrs. Jardine, Matheson & Co. Ltd., in Hongkong, in addition to the share of compensation to London Directors, paid to the Head of Messrs. Jardine, Matheson & Co. Ltd., in London? How much did such share amount to?

Reply.—The sum of £2,300 was divided among the following Directors:—Sir Edward Beuchamp, Mr. E. Cousins, Mr. W. Fisher and Mr. A. P. Simpson. No representative of either Messrs. Jardine, Matheson & Co. Ltd., or Messrs. Matheson & Co. Ltd., participated in this honorarium.

Question No. 11.—What is the estimated net profit of the Company from 1st January to 30th April, 1915?

(a) the working of steamers,
(b) the sale of steamers?

Reply.—It is quite impossible for us to give an estimate of the net profit to 30th April, 1915. The Books have only just been closed to 31st December. Our Shanghai Firm have wired to us that the profit for January on the working of the

(Continued on page 6.)

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MAKE it a rule to have a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy as a safeguard against bowel complaints. It always cures promptly and is sold by all Chemists and Storekeepers.

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WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

For	STRAITS	To Sail On	REMARKS
SHANGHAI, MOJI, KORE & YOKOHAMA	NOVARA	10th May	Direct Service
LONDON & BOMBAY via SUEZ	NOVARA	10th May	Connecting at Suez with Mail
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O. S. K.

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AMERICAN LINE. FOR VICTORIA, SEATTLE AND TACOMA via SHANGHAI, MANILA, KEELUNG, NAGASAKI, MOJI, KORE, YOKKAICHI AND YOKOHAMA.

"CHICAGO MARU" Monday, 8th May, at 3 p.m. (Omitting Shanghai and Nagasaki. * Omitting Manila and Moji.)

BOMBAY LINE. FOR BOMBAY, via SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

"SEIKO MARU" Tuesday, 9th May, at 7 a.m.

FORMOSAN LINE. FOR TAMSUI, KEELUNG AND ANPING, TAKAO, via SWATOW, AMOY.

"AMAKUSA MARU" Sunday, 7th May, at Noon

"SOSHU MARU" Wednesday, 10th May, at 9 a.m.

† Proceeding to Tamsui and Keelung.

‡ Proceeding to Anping and Takao.

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ST. ALBANS	8th May	2nd June, at 11 a.m.
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S.S. RIOJUN MARU, For Moji, Kobe & Yokohama	16th May
S.S. BANRI MARU, For Moji, Kobe & Yokohama	19th May
S.S. HOKUTO MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	1st June
S.S. RIOJUN MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	8th June
S.S. BORNEO MARU, For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan	30th June

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SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU & ILOILO	CHIN KANG	May 6, at 4 p.m.
HAIPHONG	CHIN KANG	May 11, at 10 a.m.

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MANILA LINE. Twin Screw Steamers "Chin Kiang" & "Tein" Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on "Taming" and "Tein."

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S.S. "Anhui," "Chenai," "Luchow," "Yingchow," "Shantung" and "Sinkiang," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To Sail
HONGKONG & HAIPHONG	LOKSANG	TUESDAY, May 9, at 8 a.m.
SINGAPORE, PENANG & CALCUTTA	TATSHING	TUESDAY, May 9, at 3 p.m.
MOJI & KORE	KUMSANG	WEDNESDAY, May 10, Daylight
HONGKONG & HAIPHONG	TAESANG	SATURDAY, May 13, at 8 a.m.
MANILA	YUENSANG	SATURDAY, May 13, at 3 p.m.
SHANGHAI, KORE & MOJI, FOOKSANG	YUENSANG	TUESDAY, May 16, Daylight

RETURN TOURS TO JAPAN.

THE steamers Kumsang, Yuen Sang, Loksang & Fooksang leave about every 3 weeks generally call at Shanghai on route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the Yaching, Kumsang leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chafoo, Tientsin, Dairen, Weihaiwei.

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General Managers.

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NEW SERVICE OF STEAMERS BETWEEN

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PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO CHANGE WITHOUT NOTICE

For	STEAMERS	DATE OF DEPARTURE
LONDON	MERIONETHSHIRE	16th May

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SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAITAN	Capt. J. S. Thomson	FRIDAY, 12th May at 2 P.M.
HAIRONG	Capt. J. W. Evans	TUESDAY, 16th May at 2 P.M.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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General Managers.

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THE Steamship "MANLY", Captain G. MANLY, carrying His Majesty's Mails will be despatched from this port on or about FRIDAY, the 19th May, 1916, taking Passengers and Cargo for the above ports in connection with the Company's Steamship "Karmala" from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London.

Other Cargo for London etc. will be conveyed via Bombay per "Calcutta" due in London about 3rd July, 1916.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. V. D. PARR, Acting Superintendent.

Hongkong, May 6, 1916.

FOR SAN FRANCISCO.

THE FINE NEW AMERICAN

S.S. "FLORIDIAN"

Will be despatched about 30th May, taking cargo for SAN FRANCISCO and for Overland Points in the United States. For freight and further particulars apply to

DODWELL & CO., LTD.

Agents.

Hongkong, March 24, 1916.

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